WHAT IS CLAIMED IS:

1/ A system for driving a fuel pump or an oil pump in a turboengine, said system comprising an electric motor presenting a stator and a rotor, the system further comprising an air turbine presenting a casing and a rotary assembly; said air turbine being suitable for being fed by a flow of air taken from a compressor of said turboengine in order to contribute to driving said accessory.

2/ A system according to claim 1, further comprising a control valve for controlling the flow of air taken from the compressor, which control valve is in a closed position while the turboengine is starting and in an open position once it has started.

3/ A system according to claim 1, wherein the flow of air taken from the compressor is sufficient to enable the pump to be operated by the air turbine in the absence of electrical power supply or in the event of said electric motor failing.

4/ A system according to claim 1, wherein the air turbine lies on the same axis as said electric motor.

5/ A system according to claim 4, wherein the stator of said electric motor is integrated in the casing of said air turbine, and the rotor of said electric motor is integrated in the rotary assembly.

6/ A system according to claim 5, wherein the rotor of the electric motor is mounted on a wall of the rotary assembly, and the stator is mounted on a wall of the casing.

7/ A system according to claim 6, wherein the rotary assembly includes a shaft mechanically coupled to the

accessory and supported by bearings interposed between said shaft and the casing.

8/ A system according to claim 7, wherein the air turbine is of the axial-centripetal type, and the rotary assembly includes a wheel at the free end of the shaft, axial-centripetal blades extending from the periphery of the wheel.

9/ A system according to claim 8, wherein the air stream passages between the blades are outwardly defined by a wall secured to the ends of the blades and axially extended in the air flow direction by a cylindrical sleeve around which the rotor of the electric motor is mounted.

10/ A system according to claim 8, wherein the wheel presents a cylindrical sleeve at the radially outer ends of the blades, which sleeve extends axially in the direction opposite to the air flow direction, and is disposed in an axial housing formed in the casing around the bearings, and the rotor of the electric motor is mounted inside said sleeve.

11/ A system according to claim 7, wherein the air turbine is of the axial type and comprises at least one ring of stationary blades extending radially inwards from the casing, and a ring of moving blades extending radially outwards from a drum secured to the shaft, the rotor of the electric motor being mounted inside said drum and the stator being mounted around a cylindrical sleeve connected to the casing by structural arms.

12/ A system according to claim 7, wherein the air turbine is of the axial type and has a ring of nozzle blades and a ring of moving blades provided at the periphery of a wheel which extends radially from a middle

zone of the shaft, said shaft being supported at each of its ends by a respective bearing, the air flow stream being defined downstream from the ring of moving blades by two shrouds forming a support structure for one of the bearings, and the rotor of the electric motor is mounted on a face of said wheel, the airgap of said electric motor lying in a radial plane.

13/ A system according to claim 12, having a second electric motor whose rotor is mounted on the other face of the wheel.

14/ A system according to claim 1, wherein the turboengine is an "all-electric" type aeroengine.

15/ A system according to claim 1, wherein the pump is a gear pump and together with said system constitutes a complete module that is ready for mounting and easy to replace.